

Chapter 17:

Socioeconomics

17.1 INTRODUCTION

This chapter presents the analysis the FRA conducted to evaluate the potential effects of the No Action Alternative and Preferred Alternative on the social and economic conditions in the Study Area. The social and economic conditions include the people who live and work within the Study Area, including descriptions of employment, jobs, and housing, and the trade and economic characteristics of businesses located within the Study Area. The chapter also presents FRA's evaluation of potential effects of the No Action Alternative and the Preferred Alternative on the elderly and persons with disabilities, as well as potential effects on community facilities and services.

17.2 REGULATORY CONTEXT

FRA followed the 23 CFR Part 771 and relevant CEQ guidelines, *CEQR Technical Manual* methodology guidance, as well as the guidelines and standards from the American Disabilities Act (ADA) and Title VI of the Civil Rights Act of 1964 to prepare the analyses of the social and economic conditions. For additional details on the regulatory context, please refer to Chapter 14 of **Appendix B**, "Methodology Report."

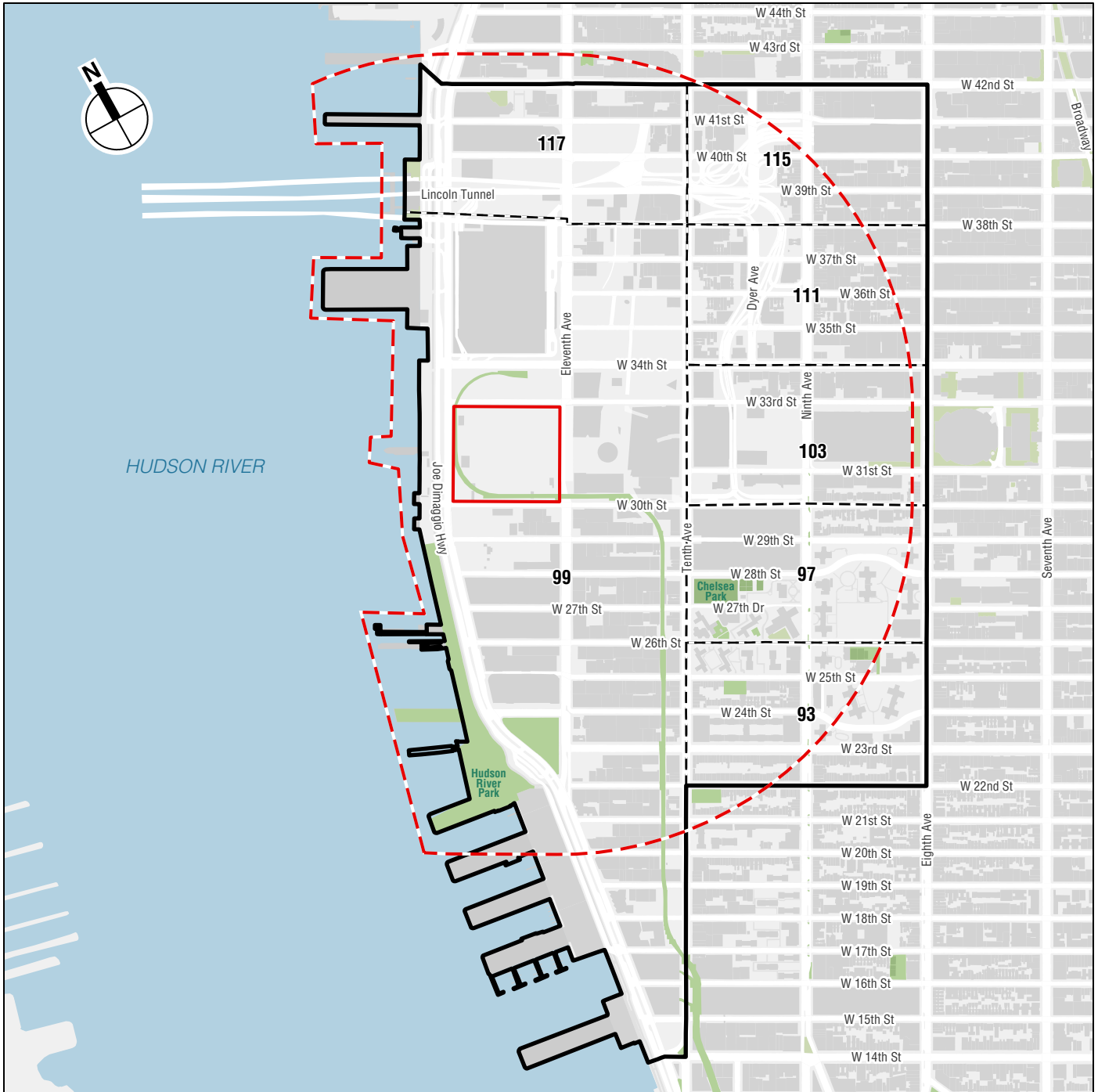
17.3 ANALYSIS METHODOLOGY

This section describes the Study Area and data sources FRA used, as well as the analysis techniques utilized for each category of assessment presented in this chapter.

17.3.1 STUDY AREA

The Study Area is inclusive of the Project Site, immediate routes for travel of construction workers, goods and services, and retail and commercial businesses readily accessible to both to construction and operation personnel. The size of the Study Area is based on consideration of potential Preferred Alternative impacts to socioeconomic conditions during construction, including the location of active construction in combination with the potential construction access routes, and during operation. The Study Area for socioeconomic effects is similar to the Study Area used to assess land use—a radius of ½-mile from the Project Site—but extends to include the areas inclusive of the census tracts within the Land Use Study Area. The Study Area is consistent with similar projects in New York City.

Because much of the socioeconomic analysis relies on data based on geographic boundaries such as census tracts, the Study Area has an adjusted boundary to make it contiguous with census tract boundaries (i.e., to include entire census tracts instead of arbitrarily splitting them). The Study Area includes Census Tracts 93, 97, 99, 103, 111, 115, and 117 and is bounded roughly by West 43rd Street to the North, Eighth Avenue to the east, West 20th Street to the south, and the Hudson River to the west (see Figure 17-1). For comparison purposes, the socioeconomic analysis also presents data for Manhattan (New York County) and New York City. The Study Area for social and economic conditions corresponds to the Study Area for the Environmental Justice analysis.



- Project Site (Western Rail Yard)
- Half-mile Radius Surrounding Project Site
- Socioeconomics Study Area
- 99 Census Tract

0 1,000 FEET

Socioeconomics Study Area
Figure 17-1

17.3.2 DATA SOURCES

Table 17-1 identifies the sources of data that FRA used to gather information in understanding existing conditions and likely trends. The sources include a combination of publicly accessible data, private data sources (e.g., Esri Business Analyst), and field visits conducted by FRA’s Independent Third Party Consultant in October and November 2020. The analyses used the most current data available to represent existing socioeconomic conditions; depending on the dataset, the most current year for which estimates are available range from year 2018 to 2020. The analysis adjusted all dollar figures to 2020 dollars based on the U.S. Department of Labor Consumer Price Index for all urban consumers in the New York-Newark-Jersey City, NY-NJ-PA region.

Table 17-1
Socioeconomic Conditions Data Sources

Analysis Area	Data Source(s)
Population Data	U.S. Census Bureau, American Community Survey (ACS)
Income Data	U.S. Census Bureau, ACS
Age Distribution Data	U.S. Census Bureau, ACS
Language Proficiency Data	U.S. Census Bureau, ACS
Employment and Business Data	U.S. Census Bureau, ACS; U.S. Census Bureau’s OnTheMap; Esri Business Analyst; New York State Department of Labor; real estate market reports and articles
Property Data	Geographic Information Systems (GIS) mapping layers; land use information, field visits
Housing/Vacancy Data	U.S. Census Bureau, ACS; GIS mapping layers; land use information, field visits
Community Facilities and Services	NYCDOP Facilities Database (FacDB); Administration for Children’s Services; New York City LPC Map Database; Cultural Resource Information System (CRIS) Database; site visits; land use information, including from the previous 2009 SEQRA/CEQR EIS; resources and areas of cultural value identified by federal, state, and local laws and programs ¹

Note:

¹ The Preferred Alternative does not require ground disturbance outside of the Project Site; FRA and NYSHPO have determined the Project Site is not sensitive for archaeological resources (see Chapter 9, “Cultural Resources”).

This chapter and **Appendix M** cite these data sources and the time period(s) for data when they were used. The data sources listed below include those sources referenced in **Appendix B**.

17.3.3 ANALYSIS TECHNIQUES

The chapter utilizes the *CEQR Technical Manual* methodology as guidance for the analysis of potential adverse impacts to socioeconomic conditions from the Preferred Alternative including the five principal issues of concern: (1) direct residential displacement; (2) direct business displacement; (3) indirect residential displacement; (4) indirect business displacement; and (5) adverse effects on a specific industry. See Chapter 20, “Indirect, Cumulative, and Other Impacts,” for assessments of indirect residential displacement and indirect business displacement.

Although not specifically evaluated under CEQR, the analysis also considered whether the Preferred Alternative would displace any facilities serving elderly and/or disabled populations, introduce any new populations of elderly or disabled persons, or interfere with the movement of these user groups in the area.

In addition, FRA has estimated the economic benefits generated by construction activities associated with the Preferred Alternative. The economic benefits are expressed in terms of on-site and off-site jobs, labor income, value added, and total economic output. FRA generated estimates using construction costs as an input to the IMPLAN (IMpact analysis for PLANning) input-output modeling system. IMPLAN, developed by the U.S. government and subsequently privatized by professors at the University of Minnesota, uses the most recent economic data from sources such as the U.S. Bureau of Economic Analysis, the U.S. Bureau of Labor Statistics, and the U.S. Census Bureau to predict effects on the local economy from changes in direct non-payroll expenditures and employment. The model contains data for New York City, New York State, and the State of New Jersey on 536 economic sectors, showing how each sector affects every other sector as a result of a change in the quantity of its product or service.

Please see Chapter 14 of **Appendix B** for a complete description of the methodology used for the analysis of this resource category, including a description of the associated impact criteria.

17.4 AFFECTED ENVIRONMENT

This section summarizes existing demographic and socioeconomic conditions in the Study Area, and presents an inventory of Study Area community facilities and services. **Appendix M** provides additional detail on Study Area demographic and socioeconomic conditions.

17.4.1 DEMOGRAPHIC AND SOCIOECONOMIC CONDITIONS

The Project Site is the MTA’s existing rail yard; LIRR uses and operates it as a commuter railroad storage yard and maintenance facility. Along the southern and western perimeter of the Project Site is the elevated High Line, a public open space, which wraps around the Western Rail Yard. The Project Site does not contain any residential dwelling units, and therefore does not contribute to the demographic characteristics of the Study Area; Section 17.4.2, “Economic Characteristics,” describes the economic activities at the Project Site. The remainder of this section summarizes the demographic and socioeconomic conditions within the broader Study Area.

In recent years, the Study Area has experienced a dramatic increase in residential population. Based on U.S. Census ACS estimates, in 2018 the Study Area was home to 34,833 residents, which represents a nearly 39 percent increase over the 2010 estimated population (see **Table 17-2**). This Study Area’s population growth rate far exceeded that of Manhattan and New York City over the same period.

**Table 17-2
Residential Population**

	2010	2018	Percent Change 2010–2018
Study Area	25,078	34,833	+38.9
Manhattan	1,583,345	1,632,480	+3.1
New York City	8,078,471	8,443,713	+4.5

Sources: U.S. Census Bureau, ACS 2006–2010 and 2014–2018 5-Year Estimates.

Appendix M describes the Study Area’s residential population as having a lower proportion of children and a higher proportion of working-age adults when compared to Manhattan and New York City as a whole. Compared to Manhattan and New York City in 2018, the Study Area had a higher percentage of residents who identify as White and Asian, and a lower percentage who identify as Black or African American (see **Table 17-3**). The Study Area also had a lower percentage of residents who identify as Hispanic/Latino (of any race)—approximately 17.5 percent in 2018, when 26.0 percent of all Manhattan residents and 29.1 percent of all New York City residents identified as Hispanic/Latino. **Appendix M**, details that in 2018, nearly two-thirds of Study Area households (64.4 percent) spoke English only, which was a slightly higher percentage than in all Manhattan households (61.4 percent) and a substantially higher percentage than in all New York City households (50.5 percent).

Table 17-3
Mutually Exclusive Race/Hispanic Origin (2018)

	Number (Study Area)	Percent (Study Area)	Number (Manhattan)	Percent (Manhattan)	Number (New York City)	Percent (New York City)
Total Population	34,833	100.0	1,632,480	100.0	8,443,713	100.0
Hispanic/Latino (of any race)	6,104	17.5	423,683	26.0	2,457,137	29.1
Not Hispanic/Latino	28,729	82.5	1,208,797	74.1	5,986,576	70.9
White alone	17,952	51.5	765,564	46.9	2,713,930	32.1
Black or African American	2,204	6.3	203,849	12.5	1,853,055	22.0
American Indian and Alaska Native alone	39	0.1	1,891	0.1	15,017	0.2
Asian alone	7,722	22.2	194,346	11.9	1,167,421	13.8
Native Hawaiian and Other Pacific Islander alone	20	0.1	524	0.0	2,794	0.0
Some other race alone	139	0.4	5,961	0.4	71,758	0.9
Two or more races	653	1.9	36,662	2.3	162,601	1.9

Source: U.S. Census Bureau, ACS 2006–2010 5-Year Estimates.

Similar to residential population growth trends, there has been substantial growth in the number of Study Area housing units. In 2018, there were an estimated 22,497 housing units as compared to 15,331 units in 2010, which equates to 46.7 percent growth. **Table 17-4** shows that the Study Area far outpaced housing unit growth rates for Manhattan and New York City as a whole.

Table 17-4
Housing Units (2010–2018)

	2010	2018	Percent Change 2010–2018
Study Area	15,331	22,497	+46.7
Manhattan	839,013	874,237	+4.2
New York City	3,343,424	3,472,354	+3.9

Source: U.S. Census Bureau, ACS 2006–2010 and 2014–2018 5-Year Estimates.

Table 17-5 presents trends in median gross rent between 2010 and 2018 (in year 2020 dollars), based on U.S. Census ACS estimates. In 2018, median gross rent in the Study Area was \$2,576, which was substantially higher than the median for Manhattan (\$1,742) and New York City (\$1,446). FRA cannot report with statistical confidence the percent change over time in the Study Area's median gross rent, but it is likely to have increased at a faster rate than in Manhattan and the City as a whole.

Table 17-5
Median Gross Rent (2010–2018)

	2010	2018	Percent Change 2010–2018
Study Area	\$1,753	\$2,576	Increase ¹
Manhattan	\$1,475	\$1,742	+18.1
New York City	\$1,280	\$1,446	+12.9

Notes:

Gross rent provides information on the monthly housing cost expenses for renters. Gross rent is the contract rent plus the estimated average monthly cost of utilities (electricity, gas, and water and sewer) and fuels (oil, coal, kerosene, wood, etc.) if these are paid by the renter (or paid for the renter by someone else). Gross rent is intended to eliminate differentials that result from varying practices with respect to the inclusion of utilities and fuels as part of the rental payment.

All dollar figures have been adjusted to 2020 dollars based on the U.S. Department of Labor Consumer Price Index for all urban consumers in the New York-Newark-Jersey City, NY-NJ-PA region.

¹ The margin of error (MOE) of the difference is greater than one third of the difference, and therefore a change cannot be estimated with confidence and only the direction of the change can be reported (i.e., Increase/Decrease).

Source: U.S. Census Bureau, ACS 2006–2010 and 2014–2018 5-Year Estimates.

Table 17-6 shows that in 2018 the Study Area's average household income was an estimated \$155,324 (in year 2020 dollars). This was comparable to the 2018 average household income for Manhattan (\$157,467) and over \$50,000 greater than the average household income for New York City households (\$101,158). The Study Area's average household income has increased (in constant 2020 dollars) since 2010.

Table 17-6
Average Household Income (2010–2018)

	2010	2018	Percent Change 2010–2018
Study Area	\$132,734	\$155,324	Increase ¹
Manhattan	\$146,613	\$157,467	+7.4
New York City	\$93,139	\$101,158	+8.6

Notes:

All dollar figures have been adjusted to 2020 dollars based on the U.S. Department of Labor Consumer Price Index for all urban consumers in the New York-Newark-Jersey City, NY-NJ-PA region.

¹ The MOE of the difference is greater than one third of the difference, and therefore a change cannot be estimated with confidence and only the direction of the change can be reported (i.e., Increase/Decrease).

Source: U.S. Census Bureau, ACS 2006–2010 and 2014–2018 5-Year Estimates.

Table 17-7 shows that in 2018 approximately 13.0 percent of the Study Area residential population was living in poverty, which was lower than the percentage for Manhattan (16.6 percent) and New York City (18.9 percent). The percentage of Study Area families living in poverty (7.2 percent) also was lower than the rates for Manhattan and New York City. The population under 18 years of age who were living in poverty (12.5 percent) was notably lower than the rates for Manhattan (22.3 percent) and New York City (26.8 percent).

Table 17-7
Poverty Status in 2018

	Number (Study Area)	Percent (Study Area)	Number (Manhattan)	Percent (Manhattan)	Number (New York City)	Percent (New York City)
Population Living in Poverty	4,534	13.0	263,413	16.6	1,570,754	18.9
Families Living in Poverty	442	7.2	40,922	12.7	294,980	15.6
Population Under 18 Years Living in Poverty	351	12.5	51,805	22.3	465,069	26.8
Population Age 18 to 64 Living in Poverty	3,555	13.2	167,246	15.2	893,833	16.5
Population Age 65 and Over Living in Poverty	628	12.5	44,362	17.6	211,852	18.3

Source: U.S. Census Bureau, ACS 2014–2018 5-Year Estimates.

The Study Area has a lower proportion of residents with disabilities as compared to Manhattan and New York City as a whole. **Table 17-8** shows that in 2018 approximately 8.2 percent of Study Area residents had some form of disability, compared to 10.3 percent of the Manhattan population and 10.8 percent of the New York City population. The Study Area proportions for each individual disability type also were lower than in Manhattan and New York City. **Appendix M** includes additional detail on persons with disabilities by age and disability type.

Table 17-8
People with Disabilities (2018)

	Number (Study Area)	Percent (Study Area)	Number (Manhattan)	Percent (Manhattan)	Number (New York City)	Percent (New York City)
Total Population	34,802	100.0	1,621,687	100.0	8,379,895	100.0
With a Disability (All)	28,66	8.2	166,821	10.3	905,592	10.8
Hearing Difficulty	727	2.1	36,091	2.2	181,759	2.2
Vision Difficulty	509	1.5	33,313	2.1	157,917	1.9
Cognitive Difficulty	1,021	3.0	61,244	4.0	331,130	4.2
Ambulatory Difficulty	1,634	4.9	100,974	6.5	546,417	7.0
Self-Care Difficulty	537	1.6	42,676	2.8	231,666	3.0
Independent Living Difficulty	891	2.8	66,953	4.8	370,804	5.6

Source: U.S. Census Bureau, ACS 2014–2018 5-Year Estimates.

In 2018, nearly 24,000 Study Area residents—about three-quarters of the population 16 years and over—were members of the civilian labor force (see **Table 17-9**). The estimated number of residents in the workforce increased by approximately 38.5 percent between 2010 and 2018.

Table 17-9
Civilian Labor Force Trends (2010–2018)

	Number (2010)	Percent (2010)	Number (2018)	Percent (2018)
Population 16 Years and Over	23,165	100.0	32,084	100.0
In Civilian Labor Force	15,857	68.5	23,917	74.5
Employed	14,778	63.8	22,923	71.5
Unemployed	1,079	4.7	994	3.1
Unemployment Rate (percent of labor force not employed)		6.8		4.2

Source: U.S. Census Bureau, ACS 2006–2010 and 2014–2018 5-Year Estimates.

About one-quarter of the employed Study Area residents worked within the Professional and Business Services supersector.¹ This is a higher percentage of worker representation than in Manhattan and New York City’s labor force as a whole (see **Table 17-10**). The Study Area’s labor force also held a higher proportion of jobs in the Finance and Insurance, and Real Estate and Rental and Leasing industry sectors—an estimated 19.3 percent of the Study Area labor force, compared to 16.4 percent for Manhattan resident-workers and 9.5 percent of New York City resident-workers. Study Area resident-workers held a lower percentage of jobs in the Educational Services, and Health Care and Social Assistance industry sector as compared to Manhattan and New York City as a whole.

Table 17-10
Industry Sectors for Employed Civilian Population 16 Years and Over (2018)

	Number (Study Area)	Percent (Study Area)	Number (Manhattan)	Percent (Manhattan)	Number (New York City)	Percent (New York City)
Total Employed Civilian Population 16 Years and Over	22,923	100.0	897,040	100.0	4,053,141	100.0
Agriculture, Forestry, Fishing and Hunting, and Mining	81	0.4	496	0.1	3,870	0.1
Construction	415	1.8	17,651	2.0	206,067	5.1
Manufacturing	655	2.9	26,125	2.9	133,626	3.3
Wholesale Trade	482	2.1	18,416	2.1	85,255	2.1
Retail Trade	1,709	7.5	64,278	7.2	378,143	9.3
Transportation, Warehousing, and Utilities	414	1.8	23,276	2.6	259,590	6.4
Information	1,148	5.0	56,446	6.3	154,804	3.8
Finance and Insurance, and Real Estate and Rental and Leasing	4,418	19.3	146,846	16.4	383,827	9.5
Professional and Business Services	5,755	25.1	183,477	20.5	555,773	13.7
Educational Services, and Health Care and Social Assistance	3,923	17.1	202,300	22.6	1,080,586	26.7
Arts, Entertainment, and Recreation, and Accommodation and Food Services	2,663	11.6	95,501	10.7	440,995	10.9
Other Services, Except Public Administration	687	3.0	39,568	4.4	218,455	5.4
Public Administration	573	2.5	22,660	2.5	152,150	3.8

Source: U.S. Census Bureau, ACS 2014–2018 5-Year Estimates.

¹ The Professional and Business Services supersector comprises the Professional, Scientific and Technical Services sector; the Management of Companies sector; and the Administrative and Support and Waste Management and Remediation Services sector. Businesses within this supersector perform professional services, hold securities of companies or perform routine support activities for the day-to-day operations of other businesses.

17.4.2 ECONOMIC CHARACTERISTICS

The Project Site is an integral component of the City’s long-term effort to realize the economic potential of Manhattan’s Far West Side. In 2005, the City laid the groundwork for over 40 million square feet of new development with the Hudson Yards Rezoning, with a variety of densities and provisions for developing new open space. The 2005 Hudson Yards rezoning also included the extension of the No. 7 IRT Flushing Line subway to 34th Street and Eleventh Avenue, providing access to the subway system in this area which made private development considerably more attractive and viable in this part of Manhattan. The new No. 7 train’s 34th Street-Hudson Yards subway station opened in September 2015.

Similar to residential population and workforce, there has been tremendous recent growth in the number of jobs held within the Study Area—particularly in office-based sector employment—facilitated by development resulting from the Hudson Yards Rezoning. In 2019, there were an estimated 4,272 businesses located in the Study Area, collectively employing an estimated 71,535 workers (see **Table 17-11**). According to U.S. Census OnTheMap data, the number of primary jobs held within the Study Area grew by approximately 41.8 percent between 2010 and 2017, far outpacing job growth in Manhattan (16.4 percent) and New York City (16.7 percent) over the same period.

Table 17-11 shows that apart from businesses in unclassified industry sectors, the largest proportions of Study Area businesses were in the Professional, Scientific and Technical Services industry sectors (646 businesses, representing 15.1 percent of all Study Area businesses), followed closely by establishments in the Retail Trade sector (639 businesses, representing 15.0 percent of total businesses). These sectors also had the highest numbers of workers—an estimated 14,103 in Retail Trade (19.7 percent of all jobs) and 9,824 jobs in Professional, Scientific and Technical Services industries (13.7 percent of all jobs).

Table 17-11

Study Area Business and Jobs by Industry Sector (2019)

	Number (Businesses)	Percent (Businesses)	Number (Jobs)	Percent (Jobs)
Total All Industry Sectors	4,272	100.0	71,535	100.0
Agriculture, Forestry, and Fishing and Hunting	3	0.1	8	0.0
Mining	1	0.0	10	0.0
Utilities	1	0.0	2	0.0
Construction	149	3.5	3,071	4.3
Manufacturing	137	3.2	1,407	2.0
Wholesale Trade	100	2.3	1,187	1.7
Retail Trade	639	15.0	14,103	19.7
Transportation and Warehousing	66	1.5	1,721	2.4
Information	212	5.0	6,831	9.5
Finance and Insurance	117	2.7	4,635	6.5
Real Estate, Rental and Leasing	204	4.8	1,959	2.7
Professional, Scientific and Technical Services	646	15.1	9,824	13.7
Management of Companies and Enterprises	13	0.3	160	0.2
Administrative and Support and Waste Management Services	182	4.3	1,853	2.6
Educational Services	71	1.7	845	1.2
Health Care and Social Assistance	159	3.7	5,944	8.3
Arts, Entertainment, and Recreation	187	4.4	2,628	3.7
Accommodation and Food Services	309	7.2	5,726	8.0
Other Services, Except Public Administration	366	8.6	8,123	11.4
Public Administration	16	0.4	1,128	0.2
Unclassified Establishments	694	16.2	370	1.6

Source: Esri Business Analyst.

In 2019, the Study Area had a disproportionately large percentage of jobs in the Retail Trade sector (19.7 percent) as compared to Manhattan (9.1 percent) and New York City (10.1 percent) (see **Table 17-12**). This is due to its location within the Midtown Manhattan Central Business District, where ground-floor retail uses dominate, as well as the concentration of major retail destinations including the recently opened Shops and Restaurants at Hudson Yards. The proportion of Study Area jobs in the Information sector (9.5 percent) is also higher than in Manhattan (7.4 percent) and New York City as a whole (5.1 percent). The growth in Information sector jobs in the Study Area is due in part to large tech companies—including Amazon, Apple, Facebook, and Google—seeking to occupy space along the Hudson River, including within the Study Area.²

Table 17-12
Jobs by Industry Sector
Study Area, Manhattan, and New York City (2019)

	Number (Study Area)	Percent (Study Area)	Number (Manhattan)	Percent (Manhattan)	Number (New York City)	Percent (New York City)
Total All Jobs	71,535	100.0	2,069,586	100.0	3,570,213	100.0
Agriculture, Forestry, and Fishing and Hunting	8	0.0	386	0.0	1,239	0.0
Mining	10	0.0	311	0.0	682	0.0
Utilities	2	0.0	5,746	0.3	8,656	0.2
Construction	3,071	4.3	37,548	1.8	111,102	3.1
Manufacturing	1,407	2.0	51,499	2.5	108,312	3.0
Wholesale Trade	1,187	1.7	36,206	1.7	83,825	2.3
Retail Trade	14,103	19.7	188,530	9.1	359,283	10.1
Transportation and Warehousing	1,721	2.4	30,586	1.5	91,171	2.6
Information	6,831	9.5	152,161	7.4	180,962	5.1
Finance and Insurance	4,635	6.5	289,907	14.0	323,744	9.1
Real Estate, Rental and Leasing	1,959	2.7	102,459	5.0	167,176	4.6
Professional, Scientific and Technical Services	9,824	13.7	330,468	16.0	405,950	11.4
Management of Companies and Enterprises	160	0.2	22,963	1.1	25,008	0.7
Administrative and Support and Waste Management Services	1,853	2.6	77,550	3.7	116,822	3.3
Educational Services	845	1.2	89,009	4.3	255,295	7.2
Health Care and Social Assistance	5,944	8.3	223,147	10.8	579,904	16.2
Arts, Entertainment, and Recreation	2,628	3.7	64,585	3.1	96,071	2.7
Accommodation and Food Services	5,726	8.0	183,623	8.9	298,292	8.4
Other Services, Except Public Administration	8,123	11.4	117,253	5.7	226,193	6.3
Public Administration	1,128	0.2	54,350	2.6	114,949	3.2
Unclassified Establishments	370	1.6	11,299	0.5	19,577	0.5

Source: Esri Business Analyst.

² New York Times, January 5, 2020. *Website link:*
<https://www.nytimes.com/2020/01/05/nyregion/nyc-tech-facebook-amazon-google.html>
(accessed, November 5, 2020)

Within the broader Study Area, extensive private development has occurred as a result of recent public policy initiatives, with many sites currently under construction with high-density mixed-use development projects. These known development projects in the Study Area (see Chapter 4, “Analysis Framework,” Tables 4-1 and 4-2) will result in a variety of land uses including residential, retail, hotel, public facility and institution, and office space. In total, these projects will construct an estimated 5,254 residential dwelling units by the 2030 analysis year, which represents a 23.4 percent increase in the number of housing units compared to the Study Area housing stock in 2018 (22,497 units).

Additionally, the elevated High Line runs along the southern and western borders of the southern parcel, and along the western border of the Project Site’s northern parcel. The High Line is a major local and regional attraction that draws visitors to the Study Area, generating economic activity.

17.4.3 COMMUNITY FACILITIES AND SERVICES

This section identifies and describes the community facilities and services located within the Study Area. The *CEQR Technical Manual* defines community facilities and services as public or publicly funded schools, libraries, child care centers, health care facilities, and fire and police protection. The analysis also included assessment of potential effects on other community facilities such as homeless shelters, jails, community centers, private schools (including colleges and universities), and religious and cultural facilities.

17.4.3.1 SCHOOLS

This section identifies public schools located in the Study Area and describes their conditions in terms of enrollment and utilization; and identifies private schools, colleges, and universities in the Study Area.

17.4.3.1.1 Public Schools

The Study Area is entirely within Community School District 2 (CSD 2), which includes most of Lower Manhattan, Midtown, and the Upper East Side. There is one public school within the Study Area. P.S. 33 Chelsea Prep is an elementary school located at 283 Ninth Avenue, between West 26th Street and West 28th Street (see **Table 17-13** and **Figure 17-2** [Map No. 1]). The school is approximately 0.4 miles away from the Project Site.

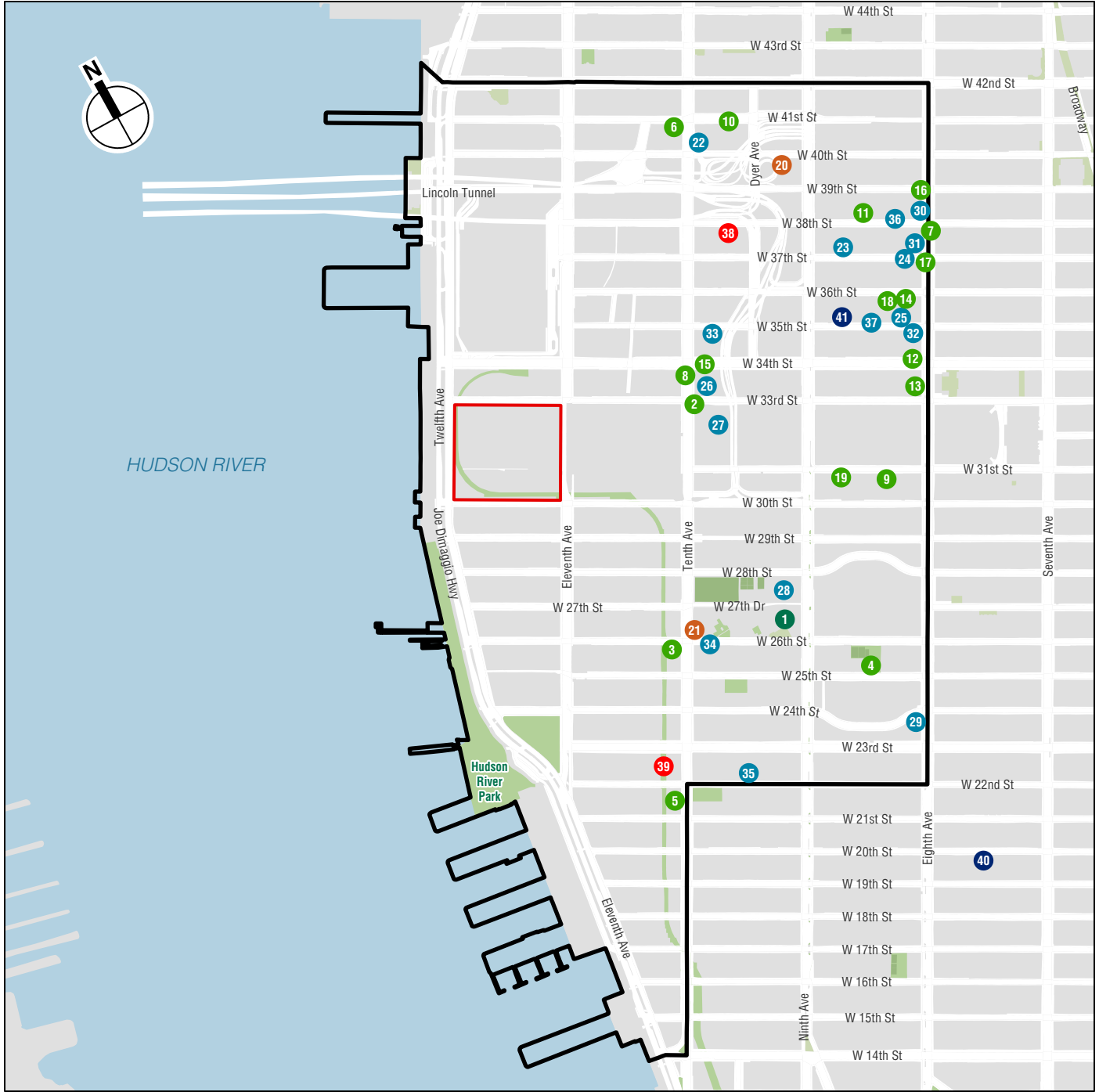
Table 17-13
Public Elementary School in the Study Area
Enrollment and Capacity Data, 2018–2019 School Year
Subdistrict 3 of CSD 2

Map No.	Name	Address	Enrollment	Capacity	Available Seats	% Utilization
1	P.S. 33 Chelsea Prep	283 Ninth Avenue	632	576	-56	110
Subdistrict 3 of CSD 2 Total			3,190	3,373	183	95

Note: Refer to **Figure 17-2** for location of facilities by map number.

Source: DOE Enrollment/Capacity/Utilization for the 2018–2019 School Year.

During the 2018–2019 school year there were 632 students enrolled at P.S. 33, all of whom were elementary students. These students represented approximately 19.8 percent of all elementary students in CSD 2.



- Project Site (Western Rail Yard)
- Socioeconomics Study Area

- 1 Public School
- 1 Private Schools, Colleges, and Universities
- 1 Child Care Facility
- 1 Health Care Facility
- 1 Fire Protection
- 1 Police Protection

0 1,000 FEET

Publicly Funded Community Facilities and Services and Private Schools in the Study Area

17.4.3.1.2 Private Schools, Colleges, and Universities

Eighteen private schools, colleges, and universities are within the Study Area (see **Table 17-14** and **Figure 17-2** [Map Nos. 2 through 19]). They include one private school for children with disabilities, three private elementary schools, two charter schools, one early education school, a two-year proprietary school, six licensed private schools, and four registered business schools. None of these facilities are in close proximity to the Project Site.

Table 17-14
Private Schools, Colleges, and Universities in the Study Area

Map No.	Facility Name	Address	Facility Type
2	United Cerebral Palsy of New York City	460 West 34th Street	Private School for Children with Disabilities
3	Avenues New York LLC	259 10th Avenue	Private Elementary School
4	The Keswell School	331 West 25th Street	Private Elementary School
5	Guardian Angel School	193 Tenth Avenue	Private Elementary School
6	Success Academy Charter-Hudson Yards	500 West 41st Street	Charter School
7	Staten Island Hebrew Public Charter	555 Eighth Avenue	Charter School
8	Gramercy School	460 West 34th Street	Early Education School
9	Technical Career Institutes	320 West 31st Street	Two Year Proprietary School
10	Training Solutions Inc.	450 West 41st Street	Licensed Private School
11	Berk Trade and Business School	333 West 38th Street	Licensed Private School
12	The American Comedy Institute, Inc.	481 Eighth Avenue	Licensed Private School
13	Travel Career Institute LTD	5 Penn Plaza	Licensed Private School
14	Manhattan Nail and Esthetics School	312 West 36th Street	Licensed Private School
15	Ross University Information Systems Institute	460 West 34th Street	Licensed Private School
16	Lascomp Institute	589 Eighth Avenue	Registered Business School
17	Technical Institute of America, Inc.	545 Eighth Avenue	Registered Business School
18	Metro Tech Career Institute, Inc.	312 West 36th Street	Registered Business School
19	Magna Institute Business Division	360 West 31st Street	Registered Business School

Note: Refer to **Figure 17-2** for location of facilities by map number.

Source: NYCDP FacDB, accessible at: <https://www1.nyc.gov/site/planning/data-maps/open-data/dwn-selfac.page>

17.4.3.2 PUBLIC LIBRARIES

The New York Public Library (NYPL) system serves all of Manhattan in addition to the Bronx and Staten Island. The libraries provide free and open access to books, periodicals, electronic resources, and non-print materials. The Study Area does not contain any NYPL central or branch libraries.

17.4.3.3 CHILD CARE CENTERS

There are two publicly funded child care facilities within the Study Area (see **Table 17-15** and **Figure 17-2** [Map Nos. 20 and 21]). Hudson Guild operates both facilities; both were under capacity in 2018. The Hudson Guild location at 410 West 40th Street operated with a utilization rate of approximately 92 percent, while the Hudson Guild location at 459 West 26th Street operated with a utilization rate of approximately 77 percent.

**Table 17-15
Publicly Funded Child Care Facilities in the Study Area**

Map No.	Contractor Name	Address	Enrollment	Capacity	Available Slots	% Utilization
20	Hudson Guild	410 West 40th Street	11	12	1	92
21	Hudson Guild	459 West 26th Street	56	73	17	77
Total			67	85	18	78.8

Note: Refer to **Figure 17-2** for location of facilities by map number.

Source: ACS 2018 database, accessed in October 2020.

17.4.3.4 HEALTH CARE FACILITIES

No hospitals or emergency rooms are within the Study Area. However, there are 16 outpatient health care facilities within the Study Area that offer general medical care, alcohol and substance abuse services, mental health services, and developmental disabilities services (see **Table 17-16** and **Figure 17-2**.)

**Table 17-16
Outpatient Facilities Serving the Study Area**

Map No.	Facility Name	Address	Facility Type
22	Covenant House	460 West 41st Street	Diagnostic and Treatment Center
23	Sidney R. Baer, Jr. Health Center	347 West 37th Street	Diagnostic and Treatment Center
24	Housing Works Inc. HIV Testing Services	301 West 37th Street	Diagnostic and Treatment Center
25	West Midtown Medical Group	311 West 35th Street	Diagnostic and Treatment Center
26	Premier Healthcare D & T Center	460 West 34th Street	Diagnostic and Treatment Center
27	Gay Men's Health Crisis Inc. HIV Testing Services	446 West 33rd Street	Diagnostic and Treatment Center
28	Lower Manhattan Health District	303 Ninth Avenue	Diagnostic and Treatment Center
29	BIMC Geriatrics Senior Health Center	275 Eighth Avenue	Hospital Extension Clinic
30	Urban Pathways Inc.	575 Eighth Avenue	Mental Health Treatment
31	ACMH – HH Nonmed CM	545 Eighth Avenue	Mental Health Treatment
32	National Alliance for the Mentally Ill of New York City Inc.	505 Eighth Avenue	Mental Health Treatment
33	On-Site Rehabilitation	454 West 35th Street	Mental Health Treatment
34	Hudson Guild Paula B. Balser Counseling Service	441 West 26th Street	Mental Health Treatment
35	WSFHH NYC DMH NY/NY I-Fleming	443 West 22nd Street	Mental Health Treatment
36	GMHC OP	307 West 38th Street	Chemical Dependency Outpatient Clinic
37	West Midtown Management Group OTP 1	331 West 35th Street	Chemical Dependency Outpatient Clinic

Note: Refer to **Figure 17-2** for location of facilities by map number.

Source: FacDB accessible at: <https://www1.nyc.gov/site/planning/data-maps/open-data/dwn-selfac.page>

17.4.3.5 FIRE PROTECTION

In New York City, FDNY engine companies carry hoses; ladder companies provide search, rescue, and building ventilation functions; and rescue companies specifically respond to fires or emergencies in high-rise buildings. Normally, a total of three engine companies and two ladder companies respond to each call. In addition, FDNY operates the City's Emergency Medical Services (EMS) system.

Table 17-17 and **Figure 17-2** (Map Nos. 38 and 39) identify one FDNY facility and one EMS Facility within the Study Area. The FDNY facility is Engine 34/Ladder 21, at 440 West 38th Street, between Ninth and Tenth Avenues, and approximately 0.3 miles from the Project Site. High Line/EMS Station 7, at 512 West 23rd Street, between Tenth and Eleventh Avenues, is approximately 0.4 miles from the Project Site.

Table 17-17
Fire and EMS Services Within the Study Area

Map No.	Facility Name	Address
38	Engine 34/Ladder 21	440 West 38th Street
39	The High Line/EMS Station 7	512 West 23rd Street

Note: Refer to **Figure 17-2** for location of facilities by map number.

Source: FacDB, accessible at: <https://www1.nyc.gov/site/planning/data-maps/open-data/dwn-selfac.page>

17.4.3.6 POLICE PROTECTION

There is one NYPD precinct within the Study Area (the Midtown South Precinct), and one NYPD precinct located just outside the Study Area that serves portions of the Study Area (NYPD's 10th Precinct); see **Table 17-18** and **Figure 17-2** (Map Nos. 40 and 41).

Table 17-18
Police Precincts Within or Near the Study Area

Map No.	Facility Name	Address
40	10th Precinct	230 West 20th Street
41	Midtown South Precinct	357 West 35th Street

Note: Refer to **Figure 17-2** for location of facilities by map number.

Source: FacDB, accessible at: <https://www1.nyc.gov/site/planning/data-maps/open-data/dwn-selfac.page>

The Midtown South Precinct, at 357 West 35th Street between Eighth and Ninth Avenues, serves an area of approximately 0.77 square miles bounded by West 45th Street, Lexington Avenue, West 29th Street, and Ninth Avenue. The precinct contains commercial offices, hotels, Times Square, Grand Central Terminal, Penn Station, Madison Square Garden, Koreatown section, and the Manhattan Mall Plaza.

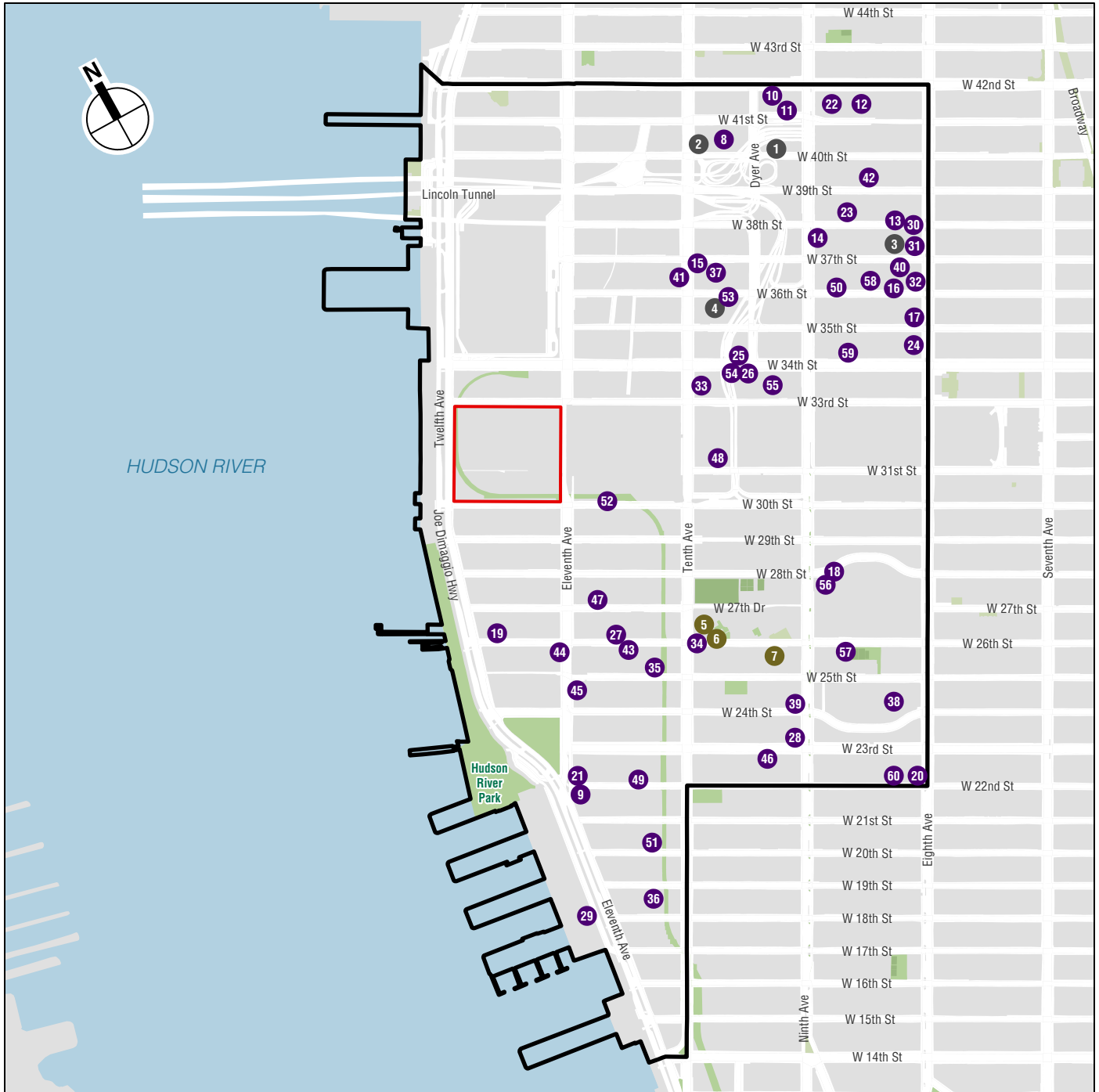
The 10th Precinct, at 230 West 20th Street between Seventh and Eighth Avenues, serves an area of approximately 0.93 square miles generally bounded by West 43rd Street on the north, Ninth and Seventh Avenues on the east, West 14th Street on the south, and the Hudson River on the west. It serves the Chelsea residential neighborhood; the Hudson Yards district; notable large attractions, such as Chelsea Piers and the Jacob K. Javits Convention Center; and major transportation routes, such as the Lincoln Tunnel and West Side Highway.

17.4.3.7 OTHER COMMUNITY FACILITIES

This section identifies and describes “other” community facilities as defined by the *CEQR Technical Manual*, including homeless shelters, community centers and religious and cultural institutions. **Figure 17-3** illustrates the locations of these facilities in the Study Area. For private schools and colleges and universities, see the discussion in Section 17.4.3.1, “Schools.”

17.4.3.7.1 Homeless Shelters

Four homeless shelters are within the Study Area (see **Table 17-19** and **Figure 17-3** [Map. Nos. 1 through 4]). The Dwelling Place, located at 409 West 40th Street, is a women's shelter. Covenant House, located at 460 West 41st Street, and Safe Horizon, located at 545 Eighth Avenue, are Youth Shelters. Sylvia's Place, located at 446 West 36th Street, is a lesbian, gay, bisexual, transgender, and queer (LGBTQ) shelter. None of these shelters are within immediate proximity of the Project Site.



- Project Site (Western Rail Yard)
- Socioeconomics Study Area

- 1 Community Centers
- 1 Other Community Facilities
- 1 Religious and Cultural Facilities

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Other Community Facilities and Services in the Study Area

Figure 17-3

**Table 17-19
Shelters Within the Study Area**

Map No.	Facility Name	Address	Facility Type
1	Dwelling Place	409 West 40th Street	Women's Shelter
2	Covenant House	460 West 41st Street	Youth Shelter
3	Safe Horizon	545 Eighth Avenue	Youth Shelter
4	Sylvia's Place	446 West 36th Street	LGBTQ Shelter

Note: Refer to **Figure 17-3** for location of facilities by map number.

Source: FacDB, accessible at: <https://www1.nyc.gov/site/planning/data-maps/open-data/dwn-selfac.page>

17.4.3.7.2 Jails

There are no jails within the Study Area or within immediate proximity of the Study Area.

17.4.3.7.3 Community Centers

The Chelsea/Elliott Community Centers, operated by the NYCHA, have three locations in the Study Area: 459 West 26th Street, 441 West 26th Street, and 420 West 26th Street (see **Table 17-20** and **Figure 17-3** [Map Nos. 5 through 7]). None of these community centers are within immediate proximity of the Project Site.

**Table 17-20
Community Centers Located Within the Study Area**

Map No.	Facility Name	Address	Facility Type
5	Chelsea/Elliott	459 West 26th Street	Community Center
6	Chelsea/Elliott	441 West 26th Street	Community Center
7	Chelsea/Elliott	420 West 26th Street	Community Center

Note: Refer to **Figure 17-3** for location of facilities by map number.

Source: FacDB, accessible at: <https://www1.nyc.gov/site/planning/data-maps/open-data/dwn-selfac.page>

17.4.3.7.4 Religious and Cultural Facilities

Table 17-21 and **Figure 17-3** (Map Nos. 8 through 60) identify 45 religious and cultural facilities within the Study Area. These 45 facilities include but are not limited to a historical society, museum, theaters, dance studios, multidisciplinary spaces, and visual arts facilities. The closest facility to the Project Site is the Shed (formerly known as the Culture Shed, or the Hudson Yards Cultural Shed), at 545 West 30th Street near Eleventh Avenue. The Shed, which opened in 2019, commissions, produces, and presents a full spectrum of activities in performing arts, visual arts, and pop culture.³

Six churches, one synagogue, and one mosque are within the Study Area. The religious facility closest to the Project Site is Metropolitan Community Church, located at 446 West 36th Street.

³ <https://theshed.org/>

Table 17-21
Religious and Cultural Facilities Serving the Study Area

Map No.	Facility Name	Address	Facility Type
8	Association for Cultural Equity	450 West 41st Street	Cultural—Historical Society
9	Chelsea Art Museum	556 West 22nd Street	Cultural—Museum
10	Playwrights Horizons, Inc.	416 West 42nd Street	Cultural—Theater
11	New Group, Inc.	410 West 42nd Street	Cultural—Theater
12	Waterwell Productions, Inc.	330 West 42nd Street	Cultural—Theater
13	Primary Stages Company, Inc.	307 West 38th Street	Cultural—Theater
14	Xoregos Performing Company	496 Ninth Avenue	Cultural—Theater
15	New Perspectives Theatre Company	456 West 37th Street	Cultural—Theater
16	Barrow Group, Inc.	312 West 36th Street	Cultural—Theater
17	Plays for Living, Inc.	505 Eighth Avenue	Cultural—Theater
18	Coyote Rep Theatre Company	360 West 28th Street	Cultural—Theater
19	Ripple Effect Artists, Inc.	601 West 26th Street	Cultural—Theater
20	Polaris Productions, Inc.	245 Eighth Avenue	Cultural—Theater
21	Vortex Theatre Company, Inc.	164 Eleventh Avenue	Cultural—Theater
22	Dancebreak Foundation	350 West 42nd Street	Cultural—Dance
23	Trisha Brown Company, Inc.	341 West 38th Street	Cultural—Dance
24	E. Monte Motion, Inc.	481 Eighth Avenue	Cultural—Dance
25	Broadway Dance Lab	433 West 34th Street	Cultural—Dance
26	Pick Up Performance Company, Inc.	440 West 34th Street	Cultural—Dance
27	Laurie Foundation for the Performing Arts, Inc.	547 West 26th Street	Cultural—Dance
28	Sachiyo Ito and Company, Inc.	405 West 23rd Street	Cultural—Dance
29	Ice Theatre of New York, Inc.	59 Chelsea Piers	Cultural—Dance
30	Playwrights' Preview Productions	555 Eighth Avenue	Cultural—Multidisciplinary Performance and Non-Performance
31	Hip-Hop Association	545 Eighth Avenue	Cultural—Multidisciplinary Performance and Non-Performance
32	Learning Through and Expanded Arts Program, Inc.	535 Eighth Avenue	Cultural—Multidisciplinary Performance and Non-Performance
33	Young Adult Institute, Inc.	460 West 34th Street	Cultural—Multidisciplinary Performance and Non-Performance
34	Hudson Guild, Inc.	441 West 26th Street	Cultural—Multidisciplinary Performance and Non-Performance
35	Culturenow, Inc.	511 West 25th Street	Cultural—Multidisciplinary Performance and Non-Performance
36	Haleakala, Inc.	512 West 19th Street	Cultural—Multidisciplinary Performance and Non-Performance
37	Baryshnikov Dance Foundation, Inc.	450 West 37th Street	Cultural—Multidisciplinary Performance
38	NYC Kids Project	311 West 24th Street	Cultural—Multidisciplinary Performance
39	Terranova Theatre Collective, Inc.	401 West 24th Street	Cultural—Multidisciplinary Performance
40	Lower East Side Printshop, Inc.	306 West 37th Street	Cultural—Visual Arts
41	Exit Art/The First World, Inc.	475 Tenth Avenue	Cultural—Visual Arts
42	Elizabeth Foundation for the Arts	323 West 39th Street	Cultural—Visual Arts
43	Visual Aids for the Arts, Inc.	526 West 26th Street	Cultural—Visual Arts
44	Printed Matter, Inc.	231 Eleventh Avenue	Cultural—Visual Arts
45	ArtcoChelsea Art Centre	210 Eleventh Avenue	Cultural—Visual Arts
46	AHL Foundation, Inc.	420 West 23rd Street	Cultural—Visual Arts
47	Aperture Foundation, Inc.	547 West 27th Street	Cultural—Photography
48	Educational Broadcasting Corporation	450 West 33rd Street	Cultural—Film/Video/Audio
49	Electronic Arts Intermix	525 West 22nd Street	Cultural—Film/Video/Audio
50	Theater Lab, Inc.	357 West 36th Street	Cultural—Music
51	Jewish Children's Learning Lab	515 West 20th Street	Cultural—Humanities
52	The Shed	545 West 30th Street	Cultural—Multidisciplinary Performance and Non-Performance

Table 17-21 (cont'd)
Religious and Cultural Facilities Serving the Study Area

Map No.	Facility Name	Address	Facility Type
53	Metropolitan Community Church	446 West 36th Street	Religious—Church
54	Church in New York City	446 West 34th Street	Religious—Church
55	St. Michael's Catholic Church	424 West 34th Street	Religious—Church
56	Church of the Holy Apostles	296 Ninth Avenue	Religious—Church
57	Manor Community Church	350 West 26th Street	Religious—Church
58	Masjid Awliya of Allah	327 West 36th Street	Religious—Mosque
59	Hudson Yards Synagogue	347 West 34th Street	Religious—Synagogue
60	German Lutheran Church of St. Paul	315 West 34th Street	Religious—Church

Note: Refer to **Figure 17-3** for location of facilities by map number.

Source: LPC Map Database, CRIS Database, and FacDB, accessible at: <https://www1.nyc.gov/site/planning/data-maps/open-data/dwn-selfac.page>

17.5 ENVIRONMENTAL CONSEQUENCES

17.5.1 NO ACTION ALTERNATIVE

This section describes the socioeconomic conditions that would exist under the No Action Alternative; **Appendix M** provides additional detail.

17.5.1.1 POPULATION AND DEMOGRAPHIC CHARACTERISTICS

Under the No Action Alternative, the Project Site would remain unchanged. The Project Site would continue to be used as an active rail yard operated by LIRR, specifically as a commuter railroad storage yard and maintenance facility, and the Tunnel Encasement and Platform would not be constructed. The No Action Alternative therefore would not contribute to population and demographic changes in the Study Area or directly affect the Study Area's residential population, businesses, or community facilities and services.

17.5.1.2 ECONOMIC CHARACTERISTICS

Without the construction of the Tunnel Encasement, Amtrak would not preserve the ROW that allows for a new trans-Hudson connection into New York Penn Station. New rail infrastructure is part of the effort to maintain a functional, resilient, and improved trans-Hudson passenger rail crossing into New York Penn Station, maintain existing Amtrak intercity and NJ TRANSIT commuter rail service on the Northeast Corridor, and support future increases in the capacity of the regional rail system, should they be pursued. Therefore, the No Action Alternative would not facilitate the substantial economic benefits associated with improved commuter rail service into and out of Manhattan, and which are essential for maintaining competitive transit-oriented commercial districts that can attract talent from throughout the New York Metropolitan area.

Without the construction of the Platform, the Project Site could not provide developable land area above the Western Rail Yard, and therefore the No Action Alternative would not support the substantial economic activity associated with existing zoning plans at the Project Site. In addition, the MTA and its subsidiary agencies would be unable to maximize the revenue-generating potential of the Western Rail Yard as a real estate asset.

17.5.2 OPERATIONAL IMPACTS OF THE PREFERRED ALTERNATIVE

This section describes the socioeconomic conditions that would exist with the Preferred Alternative; **Appendix M** provides additional detail.

17.5.2.1 POPULATION AND DEMOGRAPHIC CHARACTERISTICS

The Preferred Alternative would not displace a residential population as there are no existing residences at the Project Site, nor would it introduce residential dwelling units for new populations. The Preferred Alternative would not directly displace or impede access to any facilities serving elderly and/or disabled populations, introduce any new populations of elderly or disabled persons, or interfere with the movement of these user groups in the Study Area as there would be no change in access and location to those facilities. Similarly, the Preferred Alternative would not affect these populations' access to local businesses and health care facilities as no such business or facilities exist at the Project Site.

The Preferred Alternative would generate no new transit or pedestrian trips when completed (see Chapter 6, "Transportation," for more details). Elderly and/or disabled populations would experience no change in access to transit, pedestrian facilities (such as sidewalks and crossings), or traffic signal timing, as the Preferred Alternative does not include altering the existing conditions and generates no new trips. The components that comprise the Preferred Alternative are static infrastructure, facilities that are inaccessible to the general public; therefore, there would be no impacts to elderly or disabled populations.

Therefore, the Preferred Alternative would not affect the Study Area's population and demographic characteristics.

17.5.2.1.1 Economic Characteristics

The Preferred Alternative would not directly displace any businesses, nor would it directly displace or impede access to community facilities or services in the study area. The Platform and Tunnel Encasement would facilitate substantial economic opportunities for the Study Area and the region. The Platform would support the provision of developable land area that would generate revenue for the MTA and its subsidiary agencies and modernize state-of-the-art life safety systems for the entire Western Rail Yard. MTA has sought to maximize the revenue generation potential of its real estate assets.

The Tunnel Encasement would maintain the ability to preserve passenger rail service in and out of New York Penn Station. New rail infrastructure is part of the effort to maintain a functional, resilient, and improved trans-Hudson passenger rail crossing into New York Penn Station, maintain existing Amtrak intercity and NJ TRANSIT commuter rail service on the Northeast Corridor, and support future increases in the capacity of the regional rail system should they be pursued. Enhanced transportation infrastructure would improve accessibility for commuters, which in turn would lead to an increase the attractiveness of the Midtown Manhattan Central Business District for workers and businesses, and would spur an increase in economic activities in the Study Area and the City.

Construction activities associated with the Preferred Alternative would generate substantial economic benefits for the local and regional economies in terms of jobs supported, labor income, and value added.

17.5.3 CONSTRUCTION IMPACTS OF THE PREFERRED ALTERNATIVE

This section describes the effects on socioeconomic conditions from construction activities associated with the Preferred Alternative. Construction staging would take place within the Project Site and the adjacent sidewalk and parking lane on West 33rd Street and Eleventh Avenue, and the adjacent sidewalk and parking lane on West 30th Street (see Chapter 3, "Alternatives," for more details).

17.5.3.1 POPULATION AND DEMOGRAPHIC CHARACTERISTICS

Construction activities associated with the Preferred Alternative would not introduce new residents to the Study Area, and therefore would not affect the Study Area's population and demographic characteristics.

As detailed in **Appendix M**, the Study Area does not contain a disproportionately large number of elderly or persons with disabilities. Moreover, there are no community facilities within immediate proximity of the Project Site that provide services targeted to these populations. The construction activities for the Preferred Alternative would generate incremental truck traffic that would be typical for the Study Area or the City at large. The Project Sponsor would develop MPT plans to ensure the safety of pedestrian, bicyclist, and vehicle circulation near the Project Site during construction of the Preferred Alternative as required by NYCDOT. The Project Sponsor has indicated that the MPT plans would specify the use of measures commonly implemented in such plans, and may include but are not limited to the following: sidewalk closures; parking lane closures; safety signs; safety barriers; and construction fencing. The Project Sponsor would coordinate approval of these plans and implementation of the closures with NYCDOT's OCMC. With such measures in place, the Preferred Alternative's construction activities would not adversely affect the elderly or persons with disabilities.

17.5.3.2 ECONOMIC CHARACTERISTICS

Construction activities associated with the Preferred Alternative would generate substantial economic benefits for the local and regional economies in terms of jobs supported, labor income, and value added. The following describes these benefits, which FRA estimated using the IMPLAN input-output modeling system and construction cost estimates from the Project Sponsor. **Appendix M** provides additional detail on the methodology and assumptions used for modeling.

Table 17-22 summarizes the estimated economic benefits for New York City, New York State (inclusive of New York City), and New Jersey associated with construction of the Preferred Alternative. The Preferred Alternative would generate approximately 13,720 job-years of onsite construction employment over the entire construction period; this equates to an average of 2,744 full-time workers each year over the approximately five-year construction period.

In addition, the Preferred Alternative would generate offsite employment in New York City (6,216 job-years), the rest of New York State (1,875 job-years), and New Jersey (1,733 job-years), from industries purchasing from other industries and worker spending. In total, the Preferred Alternative would result in 19,936 job-years in New York City, 21,811 job-years in New York State (inclusive of New York City), and 1,733 job-years in New Jersey.

Table 17-22
Economic Benefits from Construction of the Preferred
Alternative

	New York City	New York State	New Jersey
Onsite Employment (Job-Years) ¹	13,720	13,720	0
Offsite Employment (Job-Years) ¹	6,216	8,091	1,733
Total Employment (Job-Years) ¹	19,936	21,811	1,733
Onsite ¹ Labor Income (in millions of 2020 dollars) ²	\$1,444.41	\$1,444.41	\$0
Offsite Labor Income (in millions of 2020 dollars) ²	\$588.62	\$705.36	\$129.52
Total Labor Income (in millions of 2020 dollars) ²	\$2,033.03	\$2,149.77	\$129.52
Onsite ¹ Value Added (in millions of 2020 dollars) ³	\$870.70	\$870.70	\$0
Offsite Value Added (in millions of 2020 dollars) ³	\$968.61	\$1,181.27	\$215.26
Total Value Added (in millions of 2020 dollars) ³	\$1,839.31	\$2,051.97	\$215.26
Onsite ¹ Output (in millions of 2020 dollars) ⁴	\$2,343.80	\$2,343.80	\$0
Offsite Output (in millions of 2020 dollars) ⁴	\$1,463.06	\$1,828.93	\$375.61
Total Output (in millions of 2020 dollars) ⁴	\$3,806.86	\$4,172.73	\$375.61

Notes:

¹ A job-year is the equivalent of one person working full-time for one year. Onsite employment includes workers associated with hard construction costs as well as soft costs (e.g., architecture and engineering and environmental consulting). AKRF, Inc. calculated job years based on labor income (adjusted for the cost of benefits), divided by average annual full-time prevailing wage of construction laborer workers in New York City, from the City of New York, Office of the Comptroller (2020).

² Labor income includes employee compensation and proprietor income, including the cost of benefits.

³ Value added includes labor income, taxes on production, and other property income (profits) and may be compared to Gross Domestic Product (GDP).

⁴ Output is the total value of industry production and includes payroll and non-payroll expenditures.

Sources: AKRF, Inc. and the 2018 IMPLAN model, December 2020.

Table 17-22 shows that the Preferred Alternative would generate approximately \$1.4 billion in onsite labor income, including benefits. Offsite employment would generate an additional approximately \$705 million in labor income in New York State, including \$589 million in New York City, and another \$130 million in New Jersey.

Construction of the Preferred Alternative would result in approximately \$871 million in onsite value added (which may be compared to Gross Domestic Product [GDP]). The Preferred Alternative would generate an additional approximately \$1.2 billion in offsite labor income in New York State, including \$969 million in New York City, and another \$215 million in New Jersey.

Onsite economic output in New York City and New York State from the construction of the Preferred Alternative would be approximately \$2.3 billion (see **Table 17-22**). Offsite economic activity would generate an additional \$1.5 billion in economic output in New York City and \$1.8 billion in New York State overall. There would be an additional approximately \$376 million in offsite output in New Jersey.

Construction of the Preferred Alternative is not expected to adversely affect surrounding businesses and uses. Therefore, construction activity is not expected to have an adverse impact on visitation to this resource.

17.6 DISPLACEMENTS AND RELOCATION REQUIREMENTS

The Preferred Alternative would not require any displacements or relocation of any residents, businesses, or institutional uses. The Preferred Alternative would not result in the permanent displacement of the LIRR uses from the Project Site (see **Appendix M**, Section M.2.3.3, “Direct Business Displacement”). Therefore, the Preferred Alternative would not result in any adverse impacts to property ownership.

17.7 AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES

FRA has identified the following measures that would be implemented with the Preferred Alternative in order to avoid the potential for adverse socioeconomic impacts:

- The Project Sponsor has committed to provide interim MTA LIRR facilities to enable the railyard to be fully functional during construction; and
- The Project Sponsor would develop MPT plans to ensure the safety of pedestrian, bicyclist, and vehicle circulation near the Project Site during construction of the Preferred Alternative as required by NYCDOT.

With these commitments, the construction or operation of the Preferred Alternative would not adversely impact socioeconomic resources. *